LIBERIA.

We have received a file of The Liberia Herald to

We have received a file of The Liberia Herald to hag. 16, from which we take some intercating itean.

Takell Stranders—The American brig Harp. Conden, of and from Baltimore, with a full error of merchandise and some twenty or thrity emigrate arrived in our harbor on the afternoon of the list July. During the night the wind blew arror from the westward, when about midnight the vessel somewhered dragging her acchor and about 2 o clock in the morning took the beach a little to the north of the optiance of the river. The surf was very high where the struck, she soon bilged, and of course is a total loss. By great exertion the passengers and error ever landed in safety. A large force is now amployed in landing what can be secured from the wrick. Very little, however, can be secured from the wrick. Very little, however, can be secured from the wrick. Very little, however, can be secured from the wrick. Very little, however, can be secured from the wrick. Very little, however, can be secured from the wrick. Very little, however, can be secured from the wrick. Very little, however, on the morning of the 31st July, the British bark Wellington, John Adamson marker, bound to Australia was stranded an the rocks mear Sangaun, thirty-three miles north-west of Sinon. A Liberian trader from Greenville, Sinon, who hanced to be at Sangaun pro-securing his trade at the time, contributed greatly to the resens of the master and error of the Wellington from the threatening violence of the matives, and saided them in saving some of their personal effects, with which thoy took rofage in their be to and on heard a small Liberian trader above alluded to, who, it appears, had agreed to convey them to Greenville Sinon, the nearest Liberian settlement of the wellington of the Melington from the threatening of the list ist, the master and crew of the Wellington of the Liberian trader above alluded to, who, it appears, had agreed to convey them to Greenville Sinon, the nearest Liberian vessel, cut her chains and made sail for Sierra Lesone.

wrecked. The crew succeeded in reaching Grand Bases, where they too were received on board the Lerk.

Naval.—The U. S ship Dale, Capt. W. C. Whittle, arrived here on the 4th test. from a craise on the South coat—all well. The Dale brings no naws of importance. See scaled on the 5th for Porto Prays.

Care Palmas—The sloop Dido (of Cape Palmus) anived here on the morning of the 17th of June, having on board the Hon. Samuel F. McGill, late the Governor of Cape Palmas. We have had the pleasure of easying our respects to the Governor, and learn from him that the people of Cape Palmas have distributed the medicare the medicare the medicare in the United States, and declared the medicare are completed in the Cape Palmas have distributed the secretion with the Maryland State Colcitation Society in the United States, and declared the medicare in a declared the medicare in a constitution was adopted by the people, and on the 6th inst an election of officers took place under it, and Gov. Pront was inaugurated on the 6th. The same day, according to pravious arrangements, Gov. McGill resigned office as the representative of the Maryland State Colomization Society.

Cape Palmas is now to be called puremant to the vector of the people, "State of Maryland in Liberia."

Died at his residence on the 14th test, the Hon. D. Therries. Occasions of this kind call for especial Setice—when, from among a people as we are, who are in need of the services of men of ability—one another of our valuable citizens are taken away by the hand of death. Man is dissoluble, man is inertal, man is corruptible, all matter is antipect to decay—how for above the comprehension of man is the all-wise decree of a munificent and all-wise being, to whose judgments there is no error. The subject of this notice immigrated to this country in 1848, since which time he has occupied station after station in the Government; and the one last occupied by him of which we have notice, is that of Representative for the County of Massurado. Honor to the ashes of the wo

CANADA.

From Our Own Correspondent. QUEBEC, Saturday, Oct. 14, 1854.

The trip of the Legislature to the Sagnenay occu-pled five days. The company numbered about 130 persons, among whom were only a small sprinkling of ladies. Two old fashioned steamboats, without state-rooms, belonging to the Government, were used for the purpose. A bountiful supply of the good things of this life were placed on board; and it is remarkable that of the members of a Legislature who are expected to pass a probibitory liquor law, scarcely one refused to drink oither wine, brandy, ale or porter, though perfect sobriety was observed by every one of the company, from first to last. One of the principal objects of the trip was to show the members of the Legislature certain public works in progress on the Lower St. Lawrence. One of the principal difficulties of this part of the river is the want of good harbors; and this defect the Government is doing what it can to supply. It has constructed, and is still constructing, a series of wharves, built in the most substantial manner, on either side of the river, at anitable points, which may at once serve the convenience of local trade and to some extent for shelter to sea going vessels in storms. At these wharves a depth of 1c feet of water is generally attained at low tide; but there are cases in which the depth is less. The river has lately been improved by the addition of lights at dangerous points. It is in contemplation of the Government to undertake the construction of still trather works for the benefit of the navigation of this fused to drink either wine, brandy, ale or portor, the Government to undertake the construction of still further works for the benefit of the navigation of this

the Government to undertake the construction of still further works for the benefit of the navigation of this part of a river which, in its entire extent, has recently been thrown open to American vessels.

One-half of the representatives for Upper Canada were under the impression that the whole of Lower Canada, below Quobec, is an unbroken wilderness, and they were not a little surprised to see that, along it e banks of the St. Lawrence below this point, population is so dense that the farms have been subdivided till their froats, on the river, have been reduced to the width of gardens. They are, however, while only a few yards wide, often front it to 3 and even 4 miles deep, according to the depth of the seigniory. It is very common to charge this minute subdivision of the soil, in Lower Canada, upon the absence of these laws of primegeniture on which the strictoratic system of Great Britain is based; but that this is a fallacy is proved by the general condition of America, where there are no primegeniture laws, and where we see none of the results here usually stributed to their absence.

At L'Islet the two boats were met at the wharf by gome 2,002 French Canadians; and I must say that they formed as good a looking crowd as I ever witnessed anywhere. They evidently considered the event one of great importance, for the visitors were received by a salute of canzon, a fusilade from the militia and flags of various descriptions, ou one of which was inscribed the significant word "Progress."

At River du Long also a large number of persons had collected to welcome the distinguished visitors. Here retreshments were prepared, an address presented, and specches made. River du Loup has for some vears been the principal Canadian watering plee, but it is fast being outrivaled by Kaconna, a village five miles further down. From 500 to 600 v: itors may be found at either of these places during the season. There are no large hotele, as at Saratoga, and everything is conducted in a primitive sort of style, visitors general

vistors may be found at either of these places during the season. There are no large hotele, as at Saratoga, and everything is conducted in a primitive sort of style, visitors generally taking rooms in the houses of the habitans. taking with them such little conveniencies as the place may not be thely to efford. There is good trout fishing in the neighboring rivers and lakes. At River du Loup is a large saw mill, belonging to Mr. Price of Quebec, who owns no less than thirty similar establishments on the rivers St. Lawrence and the Saguenay. He annually manufactures about thirty millions feet of lumber, which he ships to Liverpool on his own secount. He owns we many horses as would mount two regiments of anyairy.

se many horses as would mount two regiments of awary.

Near the confinence of the Saguenay and the St. Lawrence is the village of Tafenase. In the harbor at this place, the two steamers spent the second night. As early as 1603 Charcen took to Tadenase a dozen men from France, with the intention to establish a free trading post. The men would have periabed, during the winter, but for the attention they received from the Indians. Some time afterward four vessels went from France to trade there; and not long after this expections Fraher Obban wishted Tadenase and Comountainous country of the Saguenay, as a misconary to the Indians. At Tadenase we visited an accient Jesuit's Chapel, built in 1623, and now in a telerable state of preservation. It went into it in the bright moonlight and found two or three worshipers, a peeled before the ornamented altar, on either aide of which are hung some oil paintings in a good state of preservation. The place is still no morethan the site of a very small village, although it was a trading port long before Quebec was established, and wants only a little American energy to make it the aite of a city. It is three leagues from Quebec.

The scenery of the Saguenay has already been described in the columns of Fer Transits by set ables pen than mine. The backs of the river form a con-

figures series of mountains: the largest being 1,300 feet high. In some place the rock is have, producing no vegetation of of any account, in others it is covered with a growth of sorably trees. Every now and then a tittle river may be some chained down the steep of the mountains in the river at their feet. There are some good harbors, Fermity Bay being the next in importance to Ha Ha Bay, which latter is reparated from the main body of the river by a conque of land at the head of which is Cape West. Womin a few years a village has aprung up at Ha-Ha Bay, and the back country is being colonized by French Canadians from the old settlements; the pricats having a good deal to do with the direction of the Colonies. For sixty miles before we reach this point, nothing but rock on either side is seen, except at Eternity Bay and one other spot; and at both these settlements I could not see haif a dozen houses. Chicevitin was the limit of our plicinage. It is 25 leagues from Tadonsac, and like that place, has one of those chapels built by the Jesuits some two centuries ago; though the precise date may be doubtful. Here is a saw-mill, which freights 30 vessels to Liverpool every year. Chicourimi is the head of the navigation of the Saguenay. Here a considerable village is agringing up, with settlements in the neigh borhood. The land sells by Government at twenty cents an acre, but mue is said except to actual set tiers. The tide rises at this point ten feet near and seventeet feet spring tides. In 1647, Father Le Jeen discovered Lake St. John which he reached through the Saguenay. Afterward the Fathers Drullesso and Dallon went up the Saguenay and reached the source of the Nelcoubs, a little more than half way between the St. Lawrence and the Hadeon Bay, in the attemst to reach, on the northern sea, a trive of lodians which France desired to trade with and the fathers to evanguize. The French surveys was received from Paris.

The whole trip went of without the slightest unpleasantness occurring.

ST. THOMAS.

From our Own Correspondent St. Thomas, W. I., Saturday, Sept. 30, 1834.

The American brig Cronstalt of Boston, arrived here the 24th inst., with yollow fever among her crew. The disease was contracted at Guadaloupe. From that island she went to Bird Island to load with guano. where the fe rer made its appearance on board. There being no medical assistance at hand, she came to St. Croix for that purpose, but were most barbarously told by the authorities there that they must not enter the port, and were directed to go to St. Thomas Previous to her arrival here, the captain, his son and first mate had died, and two scamen have since fallen victims to the disease. Besides these, one only of the crew has taken the disease, and he is rapidly recovering. The remainder of the crew, second mate and six sailors have been put on board a small sloop chartered for the purpose of remaving them from the infected wessel. Little fear is felt of the disease spreadure in root.

ing in port.

At the last advices yellow favor was prevailing at Guadaleupe, but to what extent is not definitely ascertained. The windward steamer arrived this morange, but no news either respecting favor or cholerain those islands has yet transpired, as she is in quarantine two days before she will be permitted to had her basesomers and mile.

those islands has yet transpired, as she is in quarantice two days before she will be permitted to had her passengers and mills.

Two American vessels, the ateam propeller Benjamin Franklin, and the bark Catherine Augusta, arrived here yeeterday from New-Yo'k, the former in a seven day's passege, the latter 21 days. These westels appear here simul'ancously, and in alliance under circumstances calculated to excite suspicion. With reference to their business and destination their captains give dubious or curt answors, and their consignees profess to have received as little information as other parties. It is needless to say that in these days of privateering bugbears, and fillibuster facts, these circumstances give rise to a great many surmises, which probably by to-morrow will ripen into ramors or positive assertions. Some say it must be a Paez descent upon Venezuela. But really nob sly known anything about the affair. The bark professes to have been dispatched in advance with a cargo of coals for the use of the steamer. As these two "long, low, block" crafts lie out in our quiet harbor underneasth the ample waving folds of the stars and stripes, while in the street the aforesaid suspicious are rite, they strike one as a new budding forth of "manifest des-

the ample waving folds of the stars and stripes, while in the street the aforesaid suspicious are rife, they strike one as a new budding forth of "manifest desertiny," and awaken in the mind a pecular excitement—to say no more—not ungraieful in this dull town at this dull scason.

The American schoener Echo, Lawson, of Baltimore, arrived here the 22d inst. in distress. She was bound to Kie de Janeiro with flour, but met a heavy gate, by which her bowspit was carried away and other damage was sustained. She was leaking badly, has been compelled to discharge her entire cargo, nearly half of which is camaged.

We are now having dry, hot weather: for the week past the warmest of the teason. The health of the town continues good.

P. S. The supercargo of the Bonj. Franklin and

iown continues good.

P. S. The supercargo of the Benj. Franklin and Catherine Augusta applied to the Government for permission to and and sell their cargo, consisting of ammunition and various materials of war, but were refused. Subsequently for permission to land it for repairing the bark, which was also refused.

THE MYSTERIOUS EXPEDITION.

Correspondence of The N. Y. Tribune. St. THOMAS, W. I., Oct. 1, 1854.

Thinking you might desire to hear something in regard to the "mysterious expedition," I take the first available opportunity of easing the public mind. The available opportunity of easing the patoic mind. The Benjamin Franklin, (propeller), left New York, as you are aware, on Wednesday, Sept 20, and nothing of particular importance occurred on the passage, ex-cept that on Monday, (25th.) we were boarded by the boat of the bark Alliance, in lat. 260, of Jersey, England, 23 days from Rio Hauch, for bread, which we supplied them. The same day passed the wreck of the brigantine Adelia, of Philadelphia, entirely deserted and water-logged. Her sails and signal were torn to ribbons, had the appearance of having been descrited some days. Freight, lumber.

We left New-York in a fog of mystery, and our arrival here raised another, for somehow or other we ran into the harbor and anchored without stopping at Quarantine, or being hailed by any of the officials cruising outside, which fog was considerably increased by our captain, who finding, as he supposed, that our ports for guns had worked up the public curi-osity, would allow no one on board nor answer any queries further than that we were from New-

We arrived here on Friday, (29th) about 12 M. and about 8 P. M. the bark Catharine Augusta arrived, being in her twenty-second day. She met with considerable "foul weather," and in the "equinoc-"tial," with which you were favored a day or so after her departure, she had her mainmast badiy sprung, lost nearly all her sails, topmast, lower yards nd jibboom, and will require a new mainmast before preceeding. And now that we are both here, this mysteric as expedition," involving Don Ramon Assures, the Venezuelan Minister, in such a sweat, proves to be a meguificent private speculation. The coals in the bark are intended for the steamer, in case she is not sold, to enable her to return to New-York, and the remainder of her cargo is for sale here. This and the remainder of her cargo is for sale here. This appears to be an excellent place for the disposal of vessels, for it is rumored that the brig Hollander (of Boston) has been sold to an English Company. I know that she salis secon, perhaps to-day, for Honduras to load mahogany for London, and I hear of some others that the American public are not interested in.

In the way of ship news, I might state that there are in port three of the British West India Company's steamers. a French name of war steamer, several

are in port three of the British West India Company's steamers, a French man of war steamer, several French brige and schooners, two or three Yankee and some Danish vessels. At Quarantine there is a steamer (of what nation I canno: distinguish) and a brig from Boston. The case of the latter is extremely hard: She took a load of coals from Pictou to Guadaloupe; while there the yellow fever broke out on board of her, and by the time of her arrival here only the captain's wife, second mate and two scamen were alive. Since her arrival the two soamen have died, and now her only occupants are the captain's wife and second mate.

But to the expedition: We supposed that the public curiosity here was on account of our port-holes, but roon learned that the reports in relation to Gen. Pacz fitting out an expedition in New-York against the present ruler of Venezuela had reached here, and that they really expected he was on board our vessel, especially after reading the late files of Tux Turacsu; but they are now satisfied, I believe, that he was not. I sincerely regret that he was not, if what I hear from Venezuela is true. The Monagas brethers rule whas and of iron, and arrest on suspicion every from Venezuela is true. The Monagas brethers rule with a rod of iron, and arrest on suspicion every prominent person that appears to be favorably disposed toward Gen. Pacz; march them off, on fost, to sime other city, and on the way thither basely as assing them. All this is done under a Republican.

form of Government, modelled after our own. The Fresident obtained his redection preity much in the same style that Louis Napoleon obtained has by not allowing any person to "ran" against him; and now he endeavors to retain his power and position by making Generals and other editors of iberated slaves, perpetrating at the same time many other disgressial acts. The country is in a most deplorable state; trade and commerce are almost employed and its finatedial condition truly pitifil.

Your Caraceas correspondent writes that the reavegar's have been totally routed in every cngagement with the Government troops, and that of their principal officers here been killed, and its people side with the Government; but he gives no name, while my informant, a gentleman just from name, while my informant, a gentleman just from Caraces, represents the country as being entirely against Monagas, and all devoutly wish that Ven. Pers would return eithough they have no idea that he will) and not them of their tyrunt ruler; that, the "imetricals" have not been invariably defeated, nor lost their principal officers. Your correspondent would convey the idea that Gen. Peac has been accounted to learn their bounds on the Nation of the cast his influence in favor of Monagas—who had always plotted against the Government, and, being a man of immense a call, was to be faired,—would be satisfied with the highest office in the Government. But he was nistaken.

"Possession is nine points of the law," says the old adage, which, if true, may cause us not to seek the corritory of a tyrant, though he so richly deserves.

was nistaken.

**Possession is nine points of the law," says the old adage, which, if true, may cause as not to seek the overthrow of a tyrant, though he so richly deserves it; and as to the return of the "blustrious citatea, (for such is the title that was conferred upon Gen. Pasz by the Venezuelan Congress for his "distinguished services," I think the "wish is father to, &c, assisted by some imaginative letter striers in Venezuela for the Nea-York press. For so me mouths back I remember reading that the return of Gen. Pazz was hourly looked for. The feeling here is decidedly favorable to the return of Gen. Pazz, for now that public attention has been called to him all are willing to acknowledge bim the "father of his contribution and arms, Gen. Pazz could take back a thousand of his countrymen, which would be quite enough, in the present state of affairs there, to "save" the Republic. As I said before, I regret that we are not connected with him in his enterprise, if one he less.

t. I shall like Micawher wait for something to turn up, in which case you shall bear again from Dequesse Sr. CLAIR.

PAEZ AND THE LATE INSURRECTION IN VENEZUELA.

the Editor of The N Y. Tribune.

Sin: In behalf of our country we have determined to publish an important official document, of which we are in possession, respecting the political coa-dition of Venezuela. We feel sure that its publication is by no means opposed to diplomatic deago, since the subject which it treats is of public notoricty.

The document which we publish below is a note

addressed by our Minister in Washington to Mr. Secretary Marcy, communicating to bim the result of the insurrection which broke out in Venezuela in

object he has in view while narrating some facts, but no doubt he has left its deduction to the reader. have perceived his object and it is one of high im-portance for our country, and perhaps of no small value to the Governments and individuals whose innests are, in their capacity of creditors and mer-tants, affected by the political condition of Vene

Mr. Azpurpa has proved by facts that Venezuela, Mr. Azpurea has proved by facts that Venezuela, under its actual administration, enjoys a Government firmly supported by public opinion and evidently far from the possibility of bong overthrown by its enmies whose persvering hostility for some years past has threatened the peace of the R-public—a threat which maintained the tracer and foreign creditor in a continual state of distrest, to the great and direct injury of various important interests, and produced as a result the paralyzation of business.

We should be it clined to consure as barsh Mr. Azpurna's language, is some allusions made in his note, if we were not persuaded that in order to prove the firm and sure march of the Republic it was necessary to describe facts which cannot be described without giving them their proper names. We think, besides, that there are many circumstances in which such a course is unavoidable, since there are certain imper-

a course is meavoliable, since the u are certain imper-sive outies to be fulfilled although they should affect rome perticurar interests; and to a man of home all per-onal considerations must give way to the fulfil-ment of his duties.

Some Venezuellans.

LEGATION OF THE REPUBLIC OF VENEZUELA,
IN THE UNITED STATES,
NEW YORK, 2d October, 1854.

Size: The undersigned has received orders from his
Government to communicate to his Excellency W. L.
Mercy, that the legitimate Government has triumphed
in Venezuela and that the Republic is again in the

in V to zuela and that the repair of Ca-enjoyment of peace.
The undersigned believes that the Cabinet of Ca-raceas is not mistaken in the supposition that the Cab-inet of Washington is not indifferent to the fate of a country of the New World which struggled to emanci-pate itself from the condition of a colony, and which knews how to face all obstacles opposed to the condi-tion of the republican system.

I now how to face all obstacles opposed to the condi-tion of the republican system.

The Venezuelian from whom his countrymen with-drew their confinence because his conduct, while in power, deserved such a penalty, has suggested, and, by means of artifices, created a fourth revolution in his country, abusing, in order to obtain this purpose, the asylum that the Unived States so liberally greats both to the victims of liberty and those of ambition.

The obstinate particans of this Venezuelian, who like himself had already been purdoned, combine

with a few week inducing who are not wanting on all such occasions, lifted up, on the 8th of last July, the standard of rebellion, which was torn down the 27th of the same month, by the forces of the Govern-ment, composed of citizens armed at the moment of

meet, composed of citizens armed at the moment of necessity.

Six battles were fought in nineteen days, in all of which the treeps of the Government triumphed. These actions were equal in their scale to those fought during the struggle of South American independence; but not like them glorious, since glory is not attained in a fratricidal war.

Once more the hand of that Venezuelan has shed the Venezuelan has done unon his native acid. This are

Once more the hand of that venezue at his some the venezuelan blood upon his native soil. This am-bitious man has added another heavy responsibility to the many which already weigh upon him—that of exciting his countrymen to sacrifice themselvos when he had neither the courage nor the power to share in

he had neither the courage nor the power to share in their dangers.

With the triumph of the supporters of the institutions ceased all bloodshed, and the Government began to grant pardons to those who had the weakness to unsheathe their swords against their country, and also, for the fourth time, to those who were so unfortunate as to relapse. The arms of the republic are once more deposited in the arsenals and not a single musket remains in use on account of the revolution. The Government is now devoted to repairing the calamittes produced by the revolution, and to encouraging those measures which will contribute to the progress which the country is, notwithstanding it, making. Another of the subjects which occupied the attention of the Government of Caraccas at the end of last Angust, was the renewal of the travity of navigation and commerce with the United States, on the most favorable terms for both countries, in view of the increase of mercantile intercourse during the last few years.

the last few years.

The undersigned avails himself of this opportunity to subscribe himself
Your very obedient servant, R. AZPURNA.
To His Excellency W. L. Mszcv, Secretary of State, Wash-

NEWS FROM TEXAS.

From The New Orions Pierpone Oct 11.

The steamship Louisiana arrived last night from Indianola and Galveston, bringing Houston papers to the 7th inst., and Galveston papers to the 8th. We regret to perceive that the yellow fever was still prevailing in Galveston. On the 7th, as we learn from The Times, there were sixteen new cases. That paper warms unacclimated persons not to go to that veston at present. None can do so with safety.

Col. T. J. Allen, one of the proprietors of The Journal, died of yellow fever in Galveston on the 7th. There seems to be an abatement in the fever at Houston.

There seems to be an abatement in the fever at Houston.

We learn from The Telegraph that the weather was remarkably fine at Houston, the nights almost cool enough for ficet.

The same paper has the following paragraphs:

Maj. Emory was daily expected at San Antonio, at last dates, ca route to the Mesilia Valley. A part of Company A, from Fort Belkmap, had arrived at Austin, and was awaiting orders to go to San Antonio, to become the escort of Major E. on the expedition.

Intelligence has been received from Fort Clarke of a fight on the 5th September, some eight miles from the Fort, between a body of Cama ches and Lipans. The Lipans were victorious, and took horses as a booty most of them American horses, supposed to have been stolen from the lower country.

Mit is reported in Western Taxas that several hundred descripts from the Mexican army have crossed the

Mr. Joel Bryan of Usail Prairie, says, cotton, the wind has saved me the trouble of picking it, and I shall have no further trouble with it. The cane is entirely blown down, and is piled up in heaps. In the neighborhood of Sandy Point, the storm was very severe, and has "moved" things, not coough of the crops being left to pay the expense of gathering. Scarcely a plantation in Brazoria County has escaped.

LATE FROM TEXAS.

New OBLEANS. The steamship Charles Morgan has arrived at this cort with Texas dates to the 15th inst.

Yellow fever was still prevailing at Galveston and Houston.

Heaston. It is reported that the construction of a canal at the Month of the Colorado River, an expensive Government work is likely to prove a failure.

The weather in this city is getting quite cool, and sickness is rapidly decreasing.

WISCONEIN UNIVERSITY .- This institution is lowiscossin University.—Inst institution is lo-cated in Madison, one mile west of the Capitol. The original endowment by Congress, comsisting of zeveny-two sections of land selected for the support of a State University will yield, under existing appraisals, about \$180,000. Under the management the Board of Regents, this sum has been materially enlarged. The total property of the University may now be set down at \$105,000, over and above all debts and liabilities. Of this sum the productive fund, whose annual interest is applicable to the carthis year, amount to at least \$100,000. The residue consists in the value of the ste and the buildings hereon, library, cabinet, apparatus, and the unsold balance of the original grant of University lands; which last item is in process of rapid conversion into productive fund, by sale and investment. The chairs of instraction new filled, including the Chancellor's department, are: let, of Morel and Political Philosophy; id., of Mashematics and Natural Pullosophy; id., of Mashematics and Natural Pullosophy; id., of the Physical Sciences and their applications. The Board of Regents at their meeting on the 7th just, elected to the Chair of Mental Philosophy, Logic, Rhetoric and English Literature, Prof. Daniel Road, of the University of Indona. Prof. Read will enter upon the duties of his other on the completion of the second University collides now in process of excition, and will being to the department a deservedly high professions.

the duties of his office on the completion of the second University of fice now in process of erection, and will bring to the department a deservedly high professional and personal reputation. As a permanent feature in the plan of the University, it should be stated that normal instruction to teachers classes will be redered by the chair of English Literators; and instruction to classes in Agricultural Science by that of Chemistry, &c. Instruction is German and French forms an optional persons of the collegiate course, and annual provisions will be made in that behalf, till the Chair of Modern Languages shall be permanently filled. The Preparatory Department is under the immediate charge of the Tutor, and so arranged as to make its instructions thorough and effective. Students desirous of pursuing select portions of the course, may do so in connexion with the regular classes in the collegiste and preparatory departments. The University offers ample facilities to this class of the young men of the State. The stee of the institution, containing fifty acres, has been admirably selected. For beauty of situation, and the more solid advantages of location, it is marivaled. One edition has been occupied since the autumn of 1852 and the second will be completed in the course of the coming year. These buildings, beside nine public rooms for fecture, recitation, library, and acientific collections, will contain forty private studies, with twice the aumber of lodging-toons for the use of students. The grounds will be suitably laid out and arranged; and an order has just been made to plant as at apring, one thousand fruit trees within the enclosure. The advantages of the swill-endowed and well-appointed State University, are offered almost gratuitously to the young men of Wisconsin and other States. The advantages of the swill-endowed and well-appointed State University, are offered almost gratuitously to the young men of the course of this considered with term believed to this well-endowed and well-appointed State Univers

SHOCKING STEAMBOAT DISASTER.

The steamboat Princess, a first-class packet, plying between New Orleans, New-Carthage and other places, was entirely destroyed by fire about 5 o'clock on the morning of Sunday, the 8th inst., about two miles below Fort Adams, on her way from New-Carthage to New-Orleans. The boat and the cargo are a total less. The latter consisted of 3,029 bales of cotoc. So fearfully rapid was the spread of the fiames, which originated under the boiler deck, that the pilot was the sheat had barely time to run the boat ashore. ton. So fearfally rapid was the spread of the frames, which criginated under the botter deck, that the pilot at the wheel had barely time to run the bost ashore, and neither edicers, crew nor passengers could save any of their goods. The mest melancholy pure of this disaster is that fourteen lives were lost on board. These consisted of the first engineer, Goo. Brant; the steersman, Addrew Thomas; the second steward, Tim. Holmes, colored; the cabin boys, Arthur Spencer, colored; and Bell, colored; two colored firemen, named Bob Holmes and John Riggs, and one white fireman, named Tim. Conner. Also, the following passengers: Mrs. Jacob Weis and child, of Red River: Miss Maria E. Witson, of New-Orleans; a small white boy, from St. Louis, name unknown, and a negro woman and child, belonging to S. M. Roth. The steamer Cera happening to pass, rendered assistance in saving those persons who were floating about the wreck, and all the recenced afferers were furnished with clothing and other necessaries on the steamer, as well as by the neighboring planters.

DECAPITATED BY THE CARS.—We learn by a gentleman who came from Ningara Falls last evening, that the train which left that place at about 4 P. M., yet over a man near the Suspension Bridge, under the following singular circumstances: The man was discovered by the engineer, walking between the rails: the usual signals were given and the train checked, but the man paid no attention to the cars. The pilot struck him and threw him in such a position that his head was severed from his body—the fermer falling between the rails, and the latter rolling into the ditch beside the track. The train had but three coaches, and had come so near to a stop when the accident occurred, that the head of the unfortunete man was found under the cars. He was not identified when our informant left, nor was his strange conduct accounted for. He was probably deaf, or had determined upon suicide. (Rochester Union.

DEATH OF AN EDITOR.—William S. McKee, E.-q., until very larely one of the editors of The St. Louis Democrack, and long and favorably known in the profession, died at the Sister's Hospital in that city on the lith inst.

DEATH OF A PROMINENT MAN.—We reget to learn.

DEATH OF A PROMINENT MAN.—We reget to learn,

DEATH OF A PROMINENT MAN.—We reget to learn, though it was not menticipated, that the Ham. Jared Parkine died at Nashan the latter part of last week. He was born in Luty about the year 17st, and schemed the ministry of the Methodist Episcopal Courch at the age of twenty-one, and with the except in of a few of the latter years has been a traveling preacher. He was a member of the Governer's Council in 1868 and 41, and occupied a seat doing the whole of Thirty-Second Congress being elected from the old Hill District by a ration of the Whige and Free Solders to succeet this Han Gon. W. Morraca, who had beaten him on the unamplied term of Gen. Whom. Shore his retirement from Compress he has resentenced the ministry, and was Prassiding Elder until he located at Nashan hat Spring.

DEATH OF JAMES WINSTON.—Our western exchanges amounted the death of James Winston. This event took place at Savannah on the Soth uit, after an illness of everal weeks' duration. At the time of his leath Mr. Winston was unember of the har at St. Joseph. to which form he removed a year of two since. Mr. Winston was well known as a politicism throughout this first. He was a member of the Laguistation from years and the Whig conditions for Governor at the last election. In that canvers, which is conditioned with great structed triends but the respect of those who upposed him. At the bar he was hed in high extens, and its social qualifies attracted with the politics of this faint, and its social qualifies attracted with the politics of this faint, and at several her with the politics of this faint, and at several items member of the Green's Assembly from Gorgester at North Providence, and receively Chairman of the Domocrate State Committee, died at Pawtacket on the 18th. Mr. Tourtellot entered Brown Linventity, but was prevented by the heldington conjecting his college course. He studied law with the late Samuel Y. Awell, etc of the most distinguished men in the history of the Brakhin Burchers' and Drover's Bask of Providence.

A PEAN TO THE MEN OF THE AROTTO.

The gallants of the Arctic, each tale we hear de-That 'ere the nobie vessel sank, ye beavely saved the

But, my hearties, did you notice; there was surely time to wait,
Can you tell us how the gentle ones, and beloless, met

There were infants and feir maidens, left shivering on And mothers with their cherished ones, close clinging to the wreck:

The aged, too, and sick were there—O tell us how it be.

That all these helpless creatures, were swallowed by

And did you not may by them? reached forth no hand Those dear ones of the country from such a cruel

grave!

No! were all left to perish! and—ha, ye gallant few!
The meanest other thing allive, I d be, than such as

The history of ocean hath many a glosmy pag Recording scenes of terror, from man and rege; Eut ye guliants of the Arctic, tell the blackest story

I wish no worse to you, than life-and never to for-A cry sweeps o'er the o'cean its anguish who can

From other ands twill echo back in tenes of lasting Our stoutest ship was struck at noon, there were five

hours to spare, Yet not a child or woman saved, of all who suffered

Then man the yards, my hearties! raise every color

high.
Sound cannon, drums and trampets, till their music reschibe sky.
Cheers' for the gallant engineers, subordinates and

erew. By all that floats! they saved the boats—what, braver.

THE LOSS OF THE ARCTIC.

THE ARCTIC AND THE VICTORIA.

With regard to the wrongful impression which the public mind has received, that Mr. Chandler White, of the Newfoundland and Lonion Telegraph Co., refused to send the Company's steamer Victoria in sea ch of the passengers of the Arctic, we are perthe following extract from a lester from Mr. Gilbert, in reply to one from a nephew of Mr. Chandler White, cabling Mr. Gilbert's attention to the evidence that be had entirely misconceived Mr. White's position and motives. As to the price demanded for the Victoria, we have ascertained by

demanded for the Victoria, we have ascertained by inquiry of steamboat proprieters that, considering the forfeiture of insurance, &c., it was rather small than large—considerably less than has been paid for similar services heretolore.

So far as the interviews with Mr. Chandlar White are concerned, all agree. Mr. Gilhert made no comment upon the claim for 8500 a day, hayound calling it exorbit ant. Mr. Rechard Grant White does not seem to think it was, and cossibly the public may agree. to think it was, and possibly the public may agree with him. If it was not exception, Mr. Gilbert will deeply regret having said that it was.

In the interview with Mr. Chardler White, Mr. Gilbert had no reason to suppose that he proposed

In the interview with Mr. Chandler White, Mr. Gilbert had no reason to suppose that he proposed sending the Victoria is sea without pay. It appears by his letter that, though trying to drive a bargain for \$500 a day, he was all the while resolved to let her out any take, and subsequently did as. For this meriterious act Mr. Gilbert chestfully accords Mr. White torious act Mr. Gibert classifully accords Mr. White all the credit which he deserves and will with pleasure allow Mr. Richard Grant White to publish this letter, in order to do away, as far as it will, with any injustice which Mr. Chandler White may have affected at at Mr. Gibert's hunds.

Correction .- The name of Mr. Scheibler, of the firm of Scheibler, Faber & Perkirs, one of the missing passengers of the Arctic, has been printed erroneously in the published lists, the letter N. having been substituted for the initial of his middle name. His name in full was Charles A. Scheibler.

CAPT. LUCE-MEETING AT YONKERS. At a meeting of the citizens of the village of Yon-

kers, held at the Getty House on Tuesday evening, Oct 17, J. A. Underwood, E.m., was called to the chair, and Robert L. Bucklis, Esq., appointed Secretary.

The object of the meeting having been briefly

stated by James Schimern, Esq., a Committee of three was appointed to draft resolutions, whereupon Robert P. Getty, James Serymser and Russell Smith, Esqrs., were appointed such Committee.

The Committee having retired, some feeling remarks

were made by W. W. SCREGHAM, FREDERICK S.

Cozzess, and others, touching the beroic conduct of Capt. Jazza C. Lucz.

The following preamble and resolutions were then read by Jazza Scrinser, Esq., Chairman of the Committee, and adopted.

Committee, and adopted.

B haveas Capt. James C Luce, late commander of the lated scanneling Arctio, being a resident of the town of Yours, we, his fellow citizens and neighbors, warmly partiaged to the feeling now animating every breast through the lated in relation to his gallant conduct in the recount cateroise, with the greatest admiration of his lateroid value as the service in the recount cateroise, with the greatest admiration of his lateroid value as the service in described on that fails occasion; appreciating

our appreciation of his noble and heroic conduct, it is therefore

Resired, That a Committee he appointed to will on Cape.

Loce and request him to name a time when he will consider the
congratulations of his fellow-citizens of the town of Yorkers.

A committee of three was appointed with power to
carry out the object of the above resolutions and prosent Capt. Luce an engraved copy of the same.

W. W. Serngham, F. S. Cozzons and J. M. Mason,
Esquare, were applicated such committee.

After a vote of thanks to the officers of the meeting
and to the proprietor of the Getty House for the use
of the room, the meeting adjourned.

J. A. UNDERWOOD, Chairman.

Even L. Bucklin, Secretary.

PROCEEDINGS OF THE N. Y. COUNCILMEN. The following preamble and resolutions in relation

The following preamble and resolutions in relation to Capt. Luce, were adopted unanimously last evening in the Board of Councilmen:

Werner, It is customery and appropriate for all legislative bodies to take official cognizance of the acts of these who under great emergencies evince the possession of noble and manly qualities, and the more so when such persons are identified with a people by birthright or long association, and

Werner, Capt. James C. Luce, late commander of the U.S. mail steamship Arctic, under the poculiarly distressing circumstances in which that vessel was placed, with all on board, has shown throughout in his manly acts the possession of a moral and physical courage, having but few parallels in marice history, and a self-secriticing devotion to his duty almost unexampled, and which decided him not only to think of himself as the last person to assist in his efforts to save, but also nerved him to the point where he could refuse to allow his own child to be more favorably considered than others who had placed thom selves under his care, an incident almost without precedent, and precedent, and
Whereas, In the mysterious ways of Providence
though the noble commander made no effort in beta

Whereas, In the mysterious ways of Providence, though the noble commander made no effort in betaif of his own life until his vessel sank under hien, and he found himself struggling with death on the surface of the ocean, Capt Luck has been preserved to his country, to his family and to the world; and Whereas, This body, animated by the same spirit which leads all to acknowledge the moral and physical heroism of Capt. Luck, desires to give its testimeny in its behelf, as a tribute due to him for his noble conduct; therefore be if

Received, That a Committee of five of each Board he appointed to prepare a suitable testimental, is accordance with the spirit contained in this prefable and resolution, for presentation to Capt. Luck, and be it further

and resolution, for presentation to Capt. Lock; and be it further

Resolved. That the Governor's Room in the City
Hall be opened for the reception of Capt. Lucz as such time, after a consultation with Capt. L., as the
Committee shall designate; and be it further

Resolved. That the sum of \$500 be appropriated to carry out the objects contained in the foregoing resolutions.

lutions.
Councilmen Conover, Mather, Vermilye, Jackson and Kennedy were appointed the Committee on the part of the Board of Councilmen. RUNNING THE ARCTIC BACKWARD.

The engineer of the New World thus summarily disposes of the suggestion that the Arctic should have been run stern first the moment the leak was discovcred, so that the momentum of the water rusning in-

might have been proportionately reduced. The

might have been proposed as a proposed gineer says:

"The Arctic could not have been savel by any an means for no such means were possible. The idea backing the steamship Arctic for forty miles, is ridicalene to any one at all acquanted with her engine. In the first piace, in backing the engines the value, must be worked by hand, and can only be raised a limited distance. Secondly, the engines going back cannot make over five or six reveietions at the extreme, whereas, hooked on going ahead they with make nierteded. When she is making five or six turns, a percent yacumen cannot be formed; hence her bilge injections will not deaw one tenth as much water as though she was going ahead.

the Editor of The N. Y. Tribone Sin : Will nothing grow out of it !-nothing to guard sgainst such horrors for the time to come? nothing! A month hence and the terrible examp will be forgetten. Nothing will be done-O! nothing

-nothing Power beyond control, and above accountability Faith! it's a high prerogative! Sovereign power in the United States is restrained by limits, which it must not transcend. Even the "subject" of Great Britain has rights and guarantees which are regarded as in

But the Captain of a ship, once his foot is on the quarter-deck and his versel underway, takes into his discretion the lives of all the people that are embarked in his ship. They must run whatever risks he is easy choose to impose. What, though long familiarity with the yea has rendered him meanable to its dangers ! He has before been entangled among iceberge. and has except through them more, perchance, the good linck then by good guiding. He has deshed at the top of his speed through the denset fogs and except collision with the vessels that were thinly scattered over his path. He has deshed through those dangers before and except a shadow through the content of the second over his path.

thinly scattered over his path. He has dashed through those dangers before and escaped—why should heaped dash through them again?

And so the men and women and children must stand the hazard of hit or miss! The Autocrat of sea-water has willed it so, and they must abide the dendly issue. If they gain the rick, the vorage is shortened it may be a few hours. If they took, they must go down into the cheking waters—they must shrick and one!

Much as the governing powers of England are engaged in schemes of rapture and ambition, they have

No man, perhaps, could sketch out a system of No man, purhaps, could sketch out a system of legislation that would all at once ment the terrible acceptance of this subject. But a system having this object in view, however crude at first, would soon be corrected by experience, and thus grow into the requisite aspinious. For example, verso a might be furnished with exterior but surface (I use the name to express a thing that has, I believe never yet existed), which could be shipped and unshipped at plusaure. The channels of these night receive the shock in case of collision with other vessels or even with icoberg or rooks. They might be of various application, and used in all cases where protection is preferable to reven.

"You know little of naval matters, and you propose impossibibiles."

I feel that this is not an unreasonable opinion to form of me and of this article. Yet, as somebody said long ago, "strike but hear."

That man has the power to schieve any object that is really suchal for him. I have long accepted as a fixed printiple, and all the observation I have been able to make ranging from the greatest down to the least of human affairs have invariably tended to confirm that principle in its widest scope. Can we been through the base of that grante mountain? Yes. The railway you would construct will be a useful thing. Can we callegraph the Atlantic? Undoubtedly you can; if the weak be one eminently useful to man. Can we journey to the neighboring planets, or even to our own moon? The answer is no, we could not live on those planets, and therefore no utility in the voyage. Would it be useful to protect vessels from wreck! Answer me that question, and I will answer you whether it would be practicable or not.

I will not observate my aleas as to the means, that

I will not elaborate my ideas as to the means, that would accomplish this great end. The forest pieneer does not contrast the stucceed chamber and its elegant furniture. He clears the way for mea, and its would be done to the world to do the rest, bith would be done in the world. The elastic shield to be shipped and unshipped as necessity night require I have histed at above, and Ishall do no more, at least in this paper. Sanken water-wake, as anchors to windward, is an old expedient on a lee shore, and it is a machine that I think has felled only because of its imperfections. These cacks might be secured to the onds of a strong timber, helding apart a gate on the swing, which when at a proper depth could be close and thus present an immense surface of resistance to the water. A machine like this might be adequate to ride a vessel against the heaviest storm on the worst lee shore.

But in all cases the authority of the captain should be exercised under defined limits. A series of regulations prescribed by law one of which would apply to any dargerous contingency that might arise. Fluer:

Art. K. In case of proximity to be bergs sait shall be shortened at night (to the necessary slowates as experienced mean might determine.)

Art. X. In all thick fogs the progress of the vessel shall be checked to a way only sufficient to keep her under command of the helm. Small cannon shall be fired every half hear (which, as all vessels would be travelling slowly, would give ample notice of neighborhood.)

owly, would give ample notice of ne

travelling slowly, would give ample notice of neighborhood.

These regulations should be founded upon all the light we have in possession, and, once adopted, they should be enforced under pain of death or perpetual imprisonment to those in charge of the ship.

Had even this simple regulation been in force, where would have been the late calamity?

Fastness is an instinct of the age, but should that blind instinct be allowed to govern everything? I am a man of progress, as you Mr. Editor well know, but I do not believe that the mind formed to govern nations is a half rowdy thing mounted on a "fast" horse and rushing headlong at a 2.40 troi.

A corrupt influence besets the lobbies of Congress to beg the means of keeping up a half-rowdy, race with England across the Atlantic. As usual, the corruption succeeds. How do we like its fruits?

And will anything be done? Anything worthy of intellectual men, to guard us from those evils in the time to come? I answer, as I have answered, in the same bitterness and contempt, nothing, nothing?

He Characterist, Oct. 17, 1234.

THE LOSS OF THE ARCTIC. AND FUTURE PREVENTION. To the Editor of The N. Y. Tribane.

Sin: As there may be wisdom in the multitude of counsellors, I take the liberty of offering some sag-gestions, that have been the result of observatio, and reflection, with regard to the means of avoiding such accidents as have occurred to the Arctic—the prepa-rations to be previously made to prevent, as far as possible, the dreadful loss of life, and the proper co-ployment of the means at the time. Having crossed the ocean in packets and in English and American the ocean in packets and its steamers. I have had frequent opportunities of talking with their commanders about their arrangements in anticipation of any calamity requiring the resort to their bosts for safety. I have found no one who had systematized any plan for the purpose, trusting to their own energy at the time, and to the obedience and faithfulness of their officers and men.

Firelly: the prevention. Let our Governments and

a message to all maritime powers to make it obligatory on all their vessels, of every description, to sarry a very large alarm bell, and on steamers a powerful whistle, that can be heard for miles, and both to be constantly sounded when a half a mile cannot be always distinctly seen. That every vessel, seem or otherwise, should go at half-speed, when this distance of vision is not perfect. There'y not only the effect of immense progressive power is avoided, but the sound of approaching vessels can be made better beard; and when heard, that all rapid speed should coase, or they should come to a momentary stand still, until the salive position of each can be ascertained. Very be that lights should be carried by all vessels, at night, as a by steamers such lights as are found on our western waters, as, three different colored lanterns, one on each paddie box and on the fore yard, so that by the disappearance of either light on the box, the direction of motion can be learned. There should also be more officers to control so large a body of subordinates. There should be a sailing captain to manage the ship and crew and all the departments should be governed by minitary discipline, by a responsible head, while the present commander should devote himself to the passengers and their comfort—to be with them and to prepare for and see to their wants, and who can see constantly sounded when a half a mile cannot be always

Later Trans and married as some adversely little formoreety little (Springlets (Mass.) Happilites IIIb.